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Economic Commission for Europe**Inland Transport Committee****Working Party on Inland Water Transport****Working Party on the Standardization of Technical
and Safety Requirements in Inland Navigation****Forty-first session**

Geneva, 20–22 June 2012

Item 3 (a) of the provisional agenda

European Code for Inland Waterways (CEVNI) (Resolution No. 24)**Status of amendments to CEVNI****Addendum****Note by the secretariat****I. Introduction and mandate**

1. At its fortieth session, the Working Party made minor rectifications to the text of amendments to the fourth revised edition of the European Code for Inland Waterways (CEVNI) (ECE/TRANS/SC.3/115/Rev.4) as approved by the Working Party on Inland Water Transport (SC.3) and contained in ECE/TRANS/SC.3/WP.3/2012/2 and asked the secretariat to add these corrigenda to other possible draft amendments to CEVNI for submission to the fifty-sixth sessions of the Working Party on Inland Water Transport (SC.3) (ECE/TRANS/SC.3/WP.3/80, paras. 24 and 25).

2. As requested, these revised amendment proposals are reproduced by the secretariat in the present document supplied with comments and proposals by the secretariat in the form of footnotes, together with additional amendment proposals submitted by the CEVNI Expert Group in ECE/TRANS/SC.3/WP.3/2012/3 and provisionally approved by SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/80, para. 26 (b)). The Working Party may wish to review once again the set of new amendment proposals to CEVNI and transmit them to SC.3 for further consideration and adoption. Text in bold font indicates additions to existing texts. Text in strikethrough indicates text to be deleted.

II. Amendments to Chapter 1

A. Amendments to Article 1.01

3. Add a new definition 14 bis to paragraph d) of Article 1.01 as follows¹

On canals, lakes and broad waterways **the term “left and right banks” is assigned by the competent authorities ~~shall decide on the matter~~** in light of local conditions. However, it is recommended that for canals, the terms “right” and “left” should be defined as meaning to the right and to the left respectively of an observer facing the direction in which the numbers indicated on successive kilometer markings increase.

4. Add a new definition 14 ter to para. d) of Article 1.01 as follows²

The designations “right-hand side” and “left-hand side” of the waterway or fairway are understood to be for an observer facing downstream. On canals, lakes and broad waterways, the terms “right-hand side” and “left-hand side” ~~shall be~~ **are** defined by the competent authorities.

B. Amendments to Article 1.10

5. In paragraph 5 of article 1.10 second entry *modify* the second sentence *to read*

The ~~metal~~ plate shall be not less than 60 mm high and 120 mm long; it shall be permanently affixed in a prominent place towards the stern of the barge on the starboard side.

6. In paragraph 5 of article 1.10, third entry in Russian text, *replace* *владелец* *by* *оператор*.

III. Amendment to Chapter 3

7. In article 3.25, paragraph 1, at the end of subsection (a), the words “and, as appropriate” should start on a new line below.

IV. Amendment to Chapter 6

8. In article 6.10, *amend* the last sentence of paragraph 6 in Russian, as follows

For *малое судно* *substitute* *малое парусное судно*.

V. Amendments to Chapter 8

9. In article 8.02, *amend* paragraph 6 *to read*

¹ Secretariat proposal: Rather than adding a new definition 14 bis, the Working Party may wish to add the new text to the existing definition (d) 14, as has been done in definition 1.1.2 of the Signs and Signals on Inland Waterways (SIGNI) (TRANS/SC.3/108/Rev.2) explaining how to determine the right and left banks in case of canals, lakes and broad waterways.

² Secretariat proposal: The Working Party may wish to retain this definition as (d)14 bis and delete the same definition in Section I (2) of Annex 8 of CEVNI “Buoyage and marking of waterways, lakes and broad waterways.

The competent authority shall not transmit these data to third parties **with the exception of the neighbouring competent authorities along the route of the vessel**. However, in the event of an accident, the competent authority is allowed to communicate data essential for emergency rescue operations to the emergency services.

VI. Amendment to Annex 3

10. It is proposed to bring the following corrections to the sketches in Annex 3 of CEVNI to bring them in line with relevant articles in Chapter 3

- (a) *Delete* sketches No. 41 given that paragraph 4 of article 3.16 was deleted during the last revision of CEVNI;³
- (b) *Replace* the existing text under sketch No. 45 *by* Article 3.20: Stationary vessels;
- (c) In sketches No. 46, *delete* the sketch for night marking and in the text under the sketch *substitute* paragraph 2 *for* paragraph 1;⁴
- (d) In the text under sketches No. 47, *substitute* paragraph 2 *for* paragraph 3;
- (e) In the text under sketches No. 48, *substitute* paragraph 3 *for* paragraph 4;
- (f) Given that sketches Nos. 50 and 51 are the same, it is proposed to replace one of them by the missing representation of the vessels navigating independently.⁵

VII. Amendment to Annex 6

11. In annex 6 after F (b), add the following visual representation of the fog signal for ferry-boats not navigating by radar, referred to in Article 6.33, para. 2, i.e.

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| (ii) Ferry boats not navigating by radar | One long blast followed by four short blasts; repeated at intervals of not more than one minute. | Article 6.33, paragraph 2. ⁶ |
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³ Secretariat proposal: the Working Party may wish to add at the end “and *replace* them *by an inscription* “Left void”. This would avoid renumbering the following sketches.

⁴ Secretariat proposal: the Working Party may wish to ask the CEVNI Expert Group to justify the deletion of the night marking for vessels stationary offshore, as set out in Article 3.20, paragraph 1.

⁵ Secretariat proposal: the Working Party SC.3/WP.3 may wish to proceed as follows:

(a) *Replace* the existing sketch No. 50 *by* existing sketch No. 49; and

(b) *Replace* the existing sketch No. 49 *by* the sketch representing additional night- and day marking for stationary vessels carrying out certain transport operations involving dangerous substances, as set out in Article 3.21 (similar to sketch No. 42 of the Police Regulations for the Navigation of the Rhine (PRNR)).

⁶ The Working Party SC.3/WP.3 may wish to note that this representation existed in the third edition of CEVNI (ECE/TRANS/SC.3/115/Rev.3), but only for waterways of Class II. It was deleted with the removal of the distinction between Class I and Class II in the fourth revised edition of CEVNI.